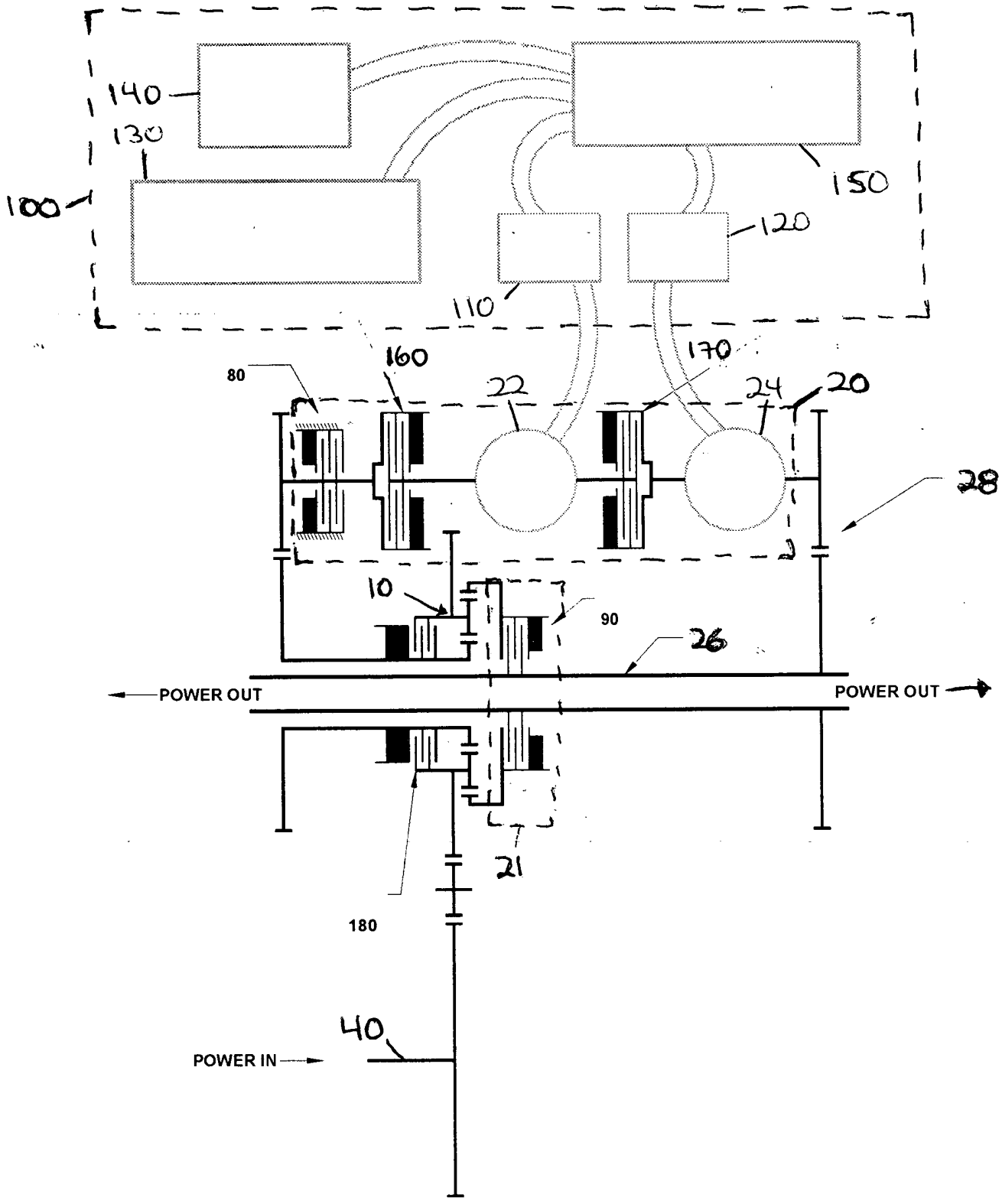
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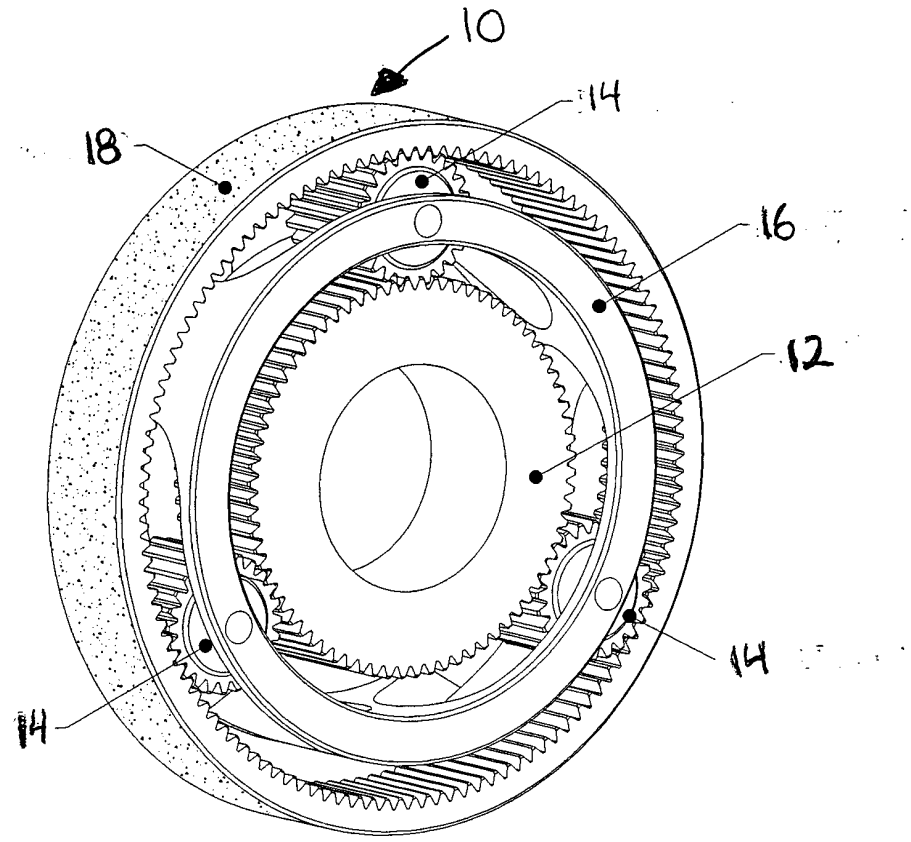
26
POWER OUT
POWER OUT
21
180
40
POWER IN

Figure 1



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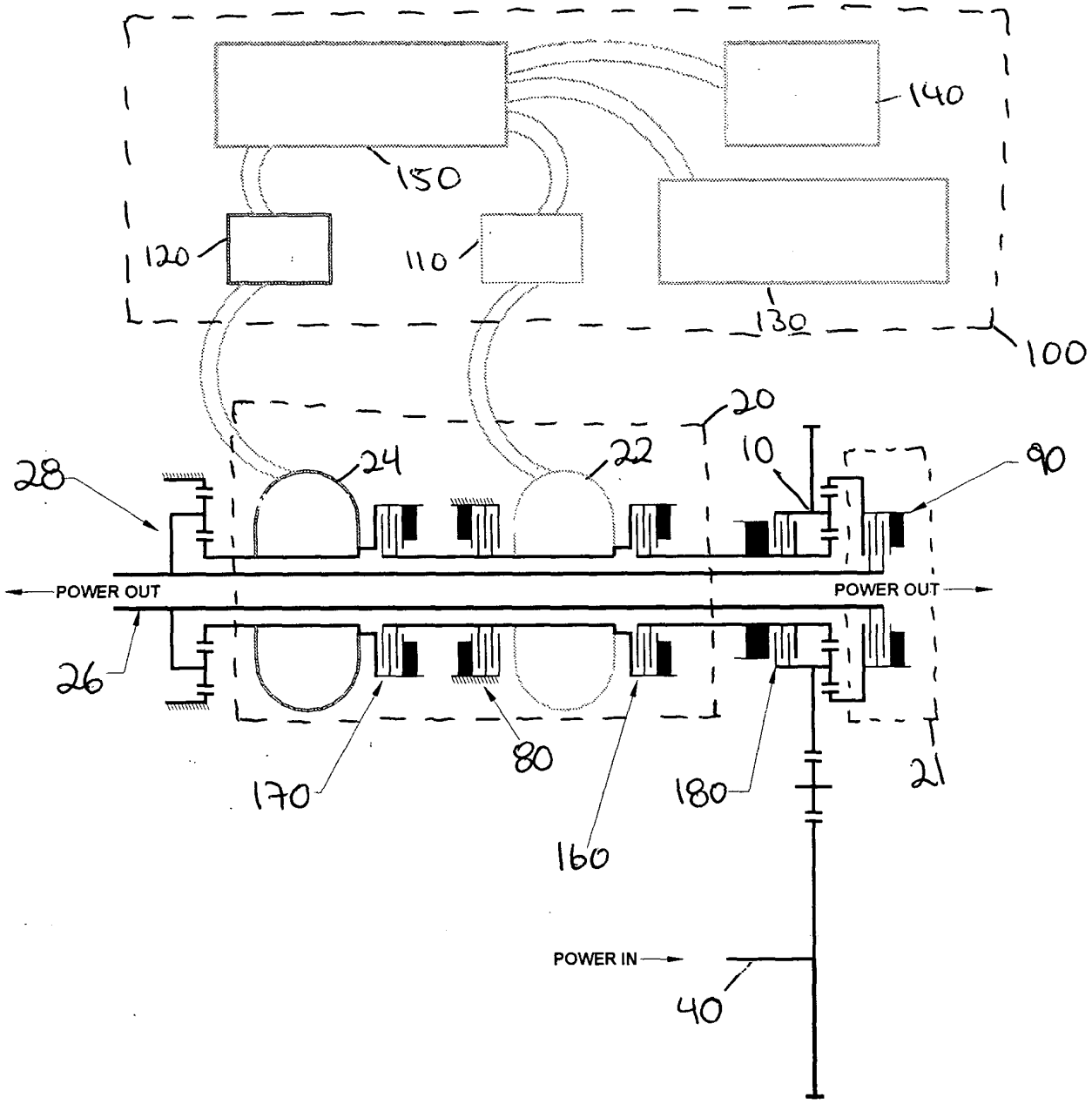
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POWER IN
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Figure 3

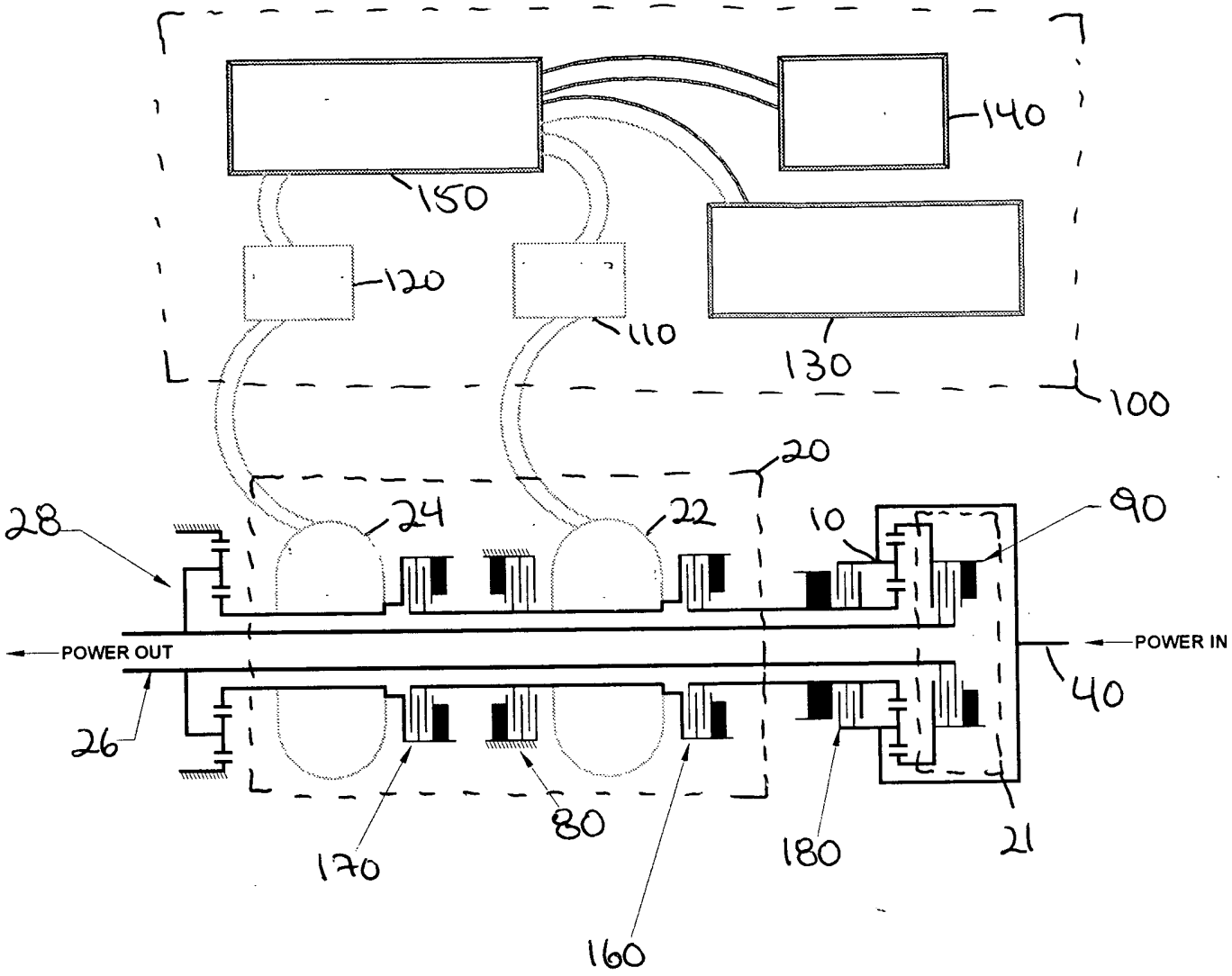
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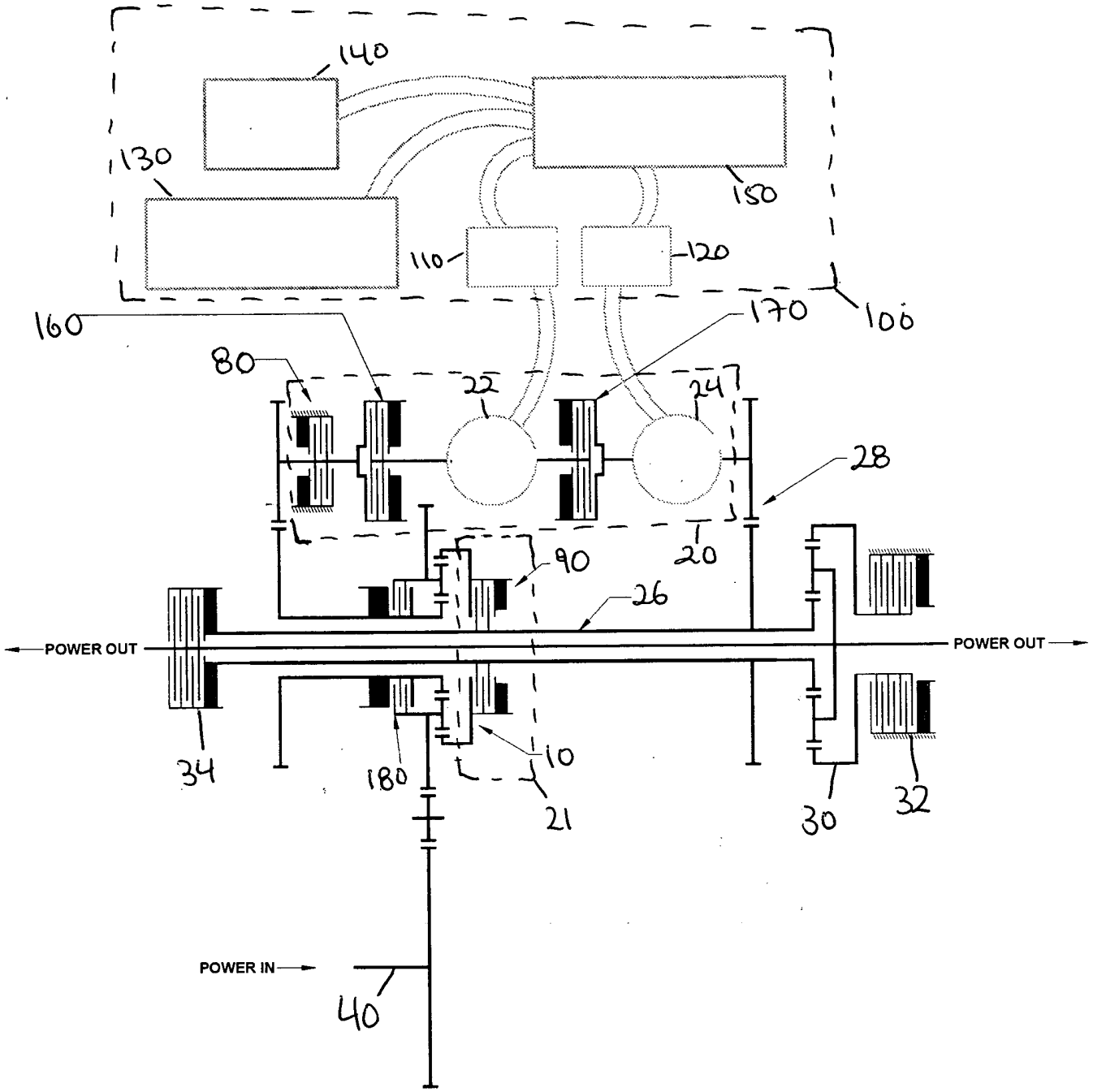
Figure 4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POWER OUT
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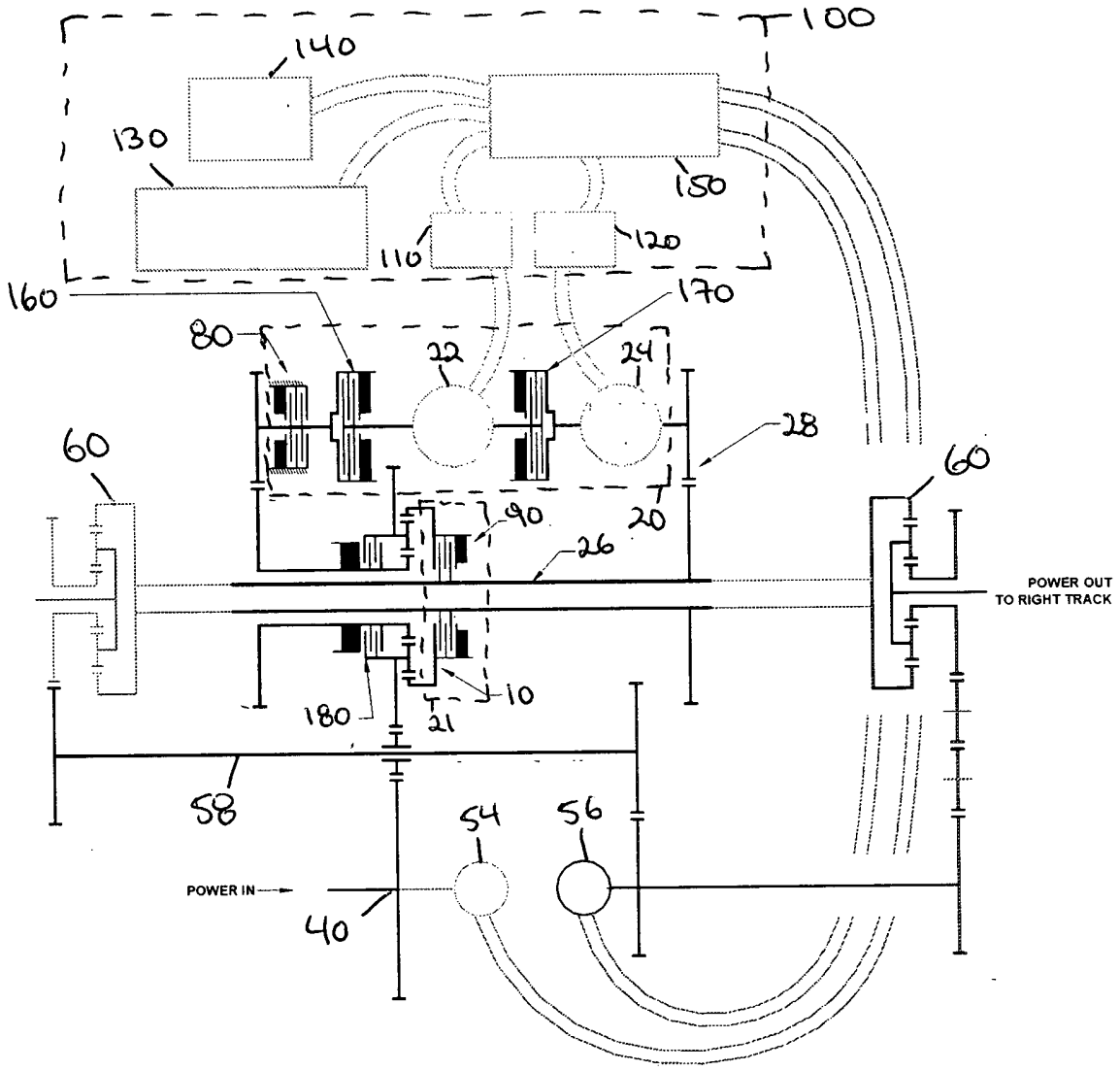
30
32
POWER IN
40

Figure 5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170
80
22
24
28
60
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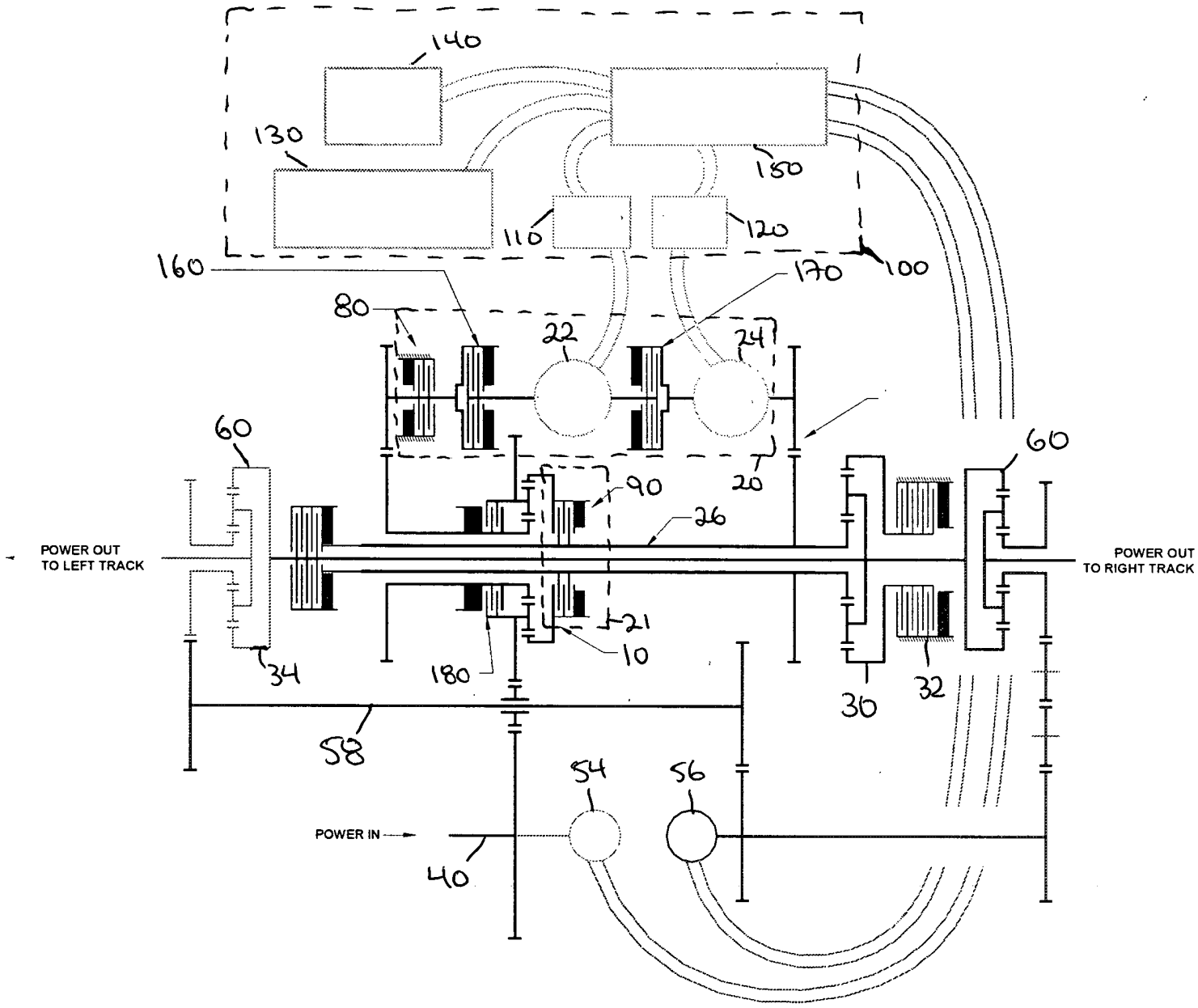
90
20
26
POWER OUT
TO RIGHT TRACK
10
180
21
58
54
56
POWER IN
40

Figure 6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POWER OUT
TO LEFT TRACK
POWER OUT
TO RIGHT TRACK
21
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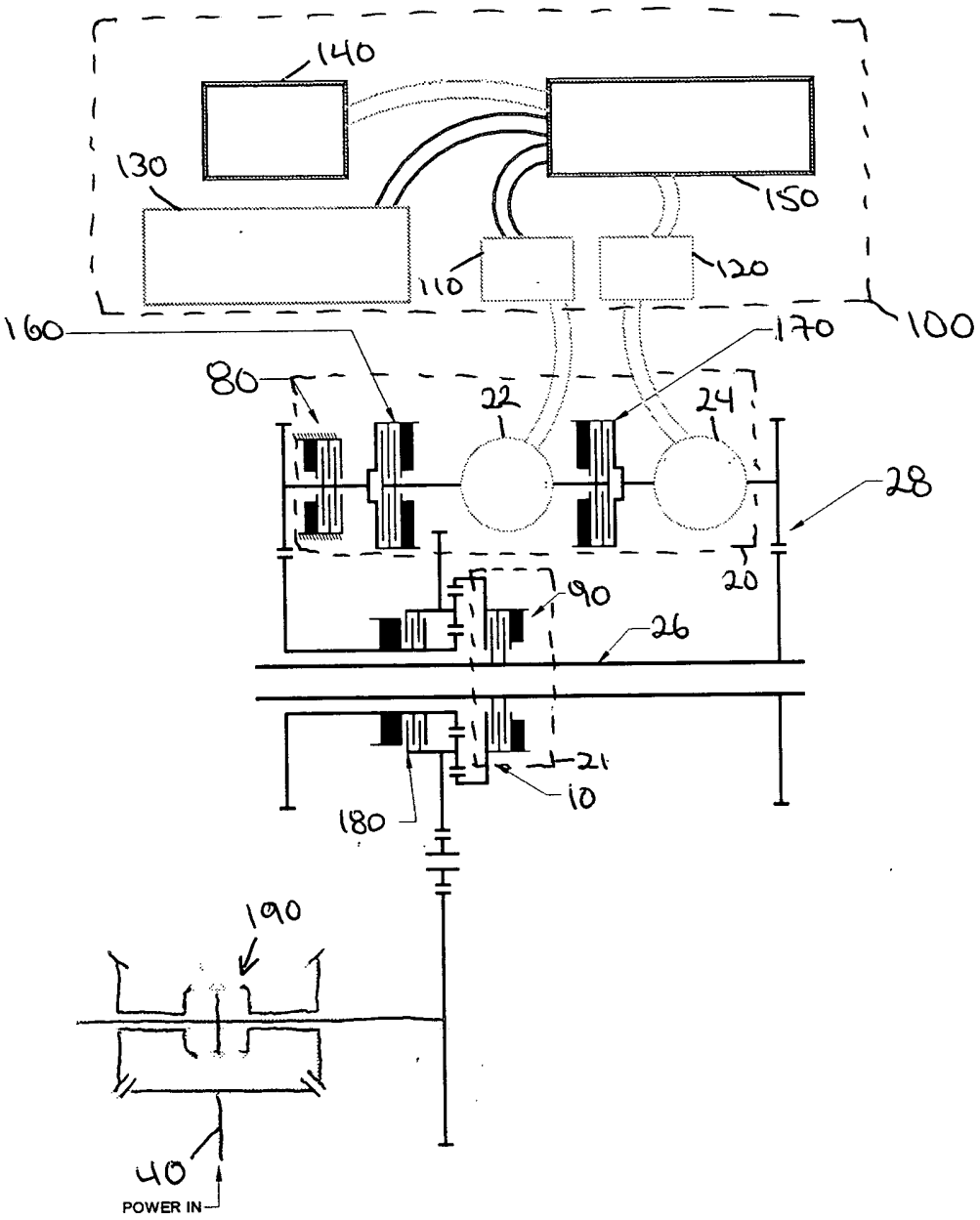
34
180
30
32
58
54
56
POWER IN
40

Figure 7

Figure 8

	Operation Mode		*Batt / Cap Bank Status*		*Clutches Engaged:*				
				Engine Operation Required?	*Lockup*	*Mech Drv*	*Gen Input*	*Gen Output*	*Split Speed*
					Brake	*Clutch*	*Clutch*	*Clutch*	*Clutch*
			130 / 140		*80*	*90*	*160*	*170*	*180*
	Forward:								
1	FULL ELECTRICAL	2-MOTOR	Draining					Y	
2	FULL ELECTRICAL + ENGINE	2-MOTOR + ENGINE	Draining	Y		Y		Y	Y
3	ECONOMY	1-MOTOR	Draining						
4	PARALLEL	EMCVT	Charging	Y		Y	Y		
5	FULL MECHANICAL	ENGINE	Charging	Y	Y	Y	Y		
	Reverse:								
1	FULL ELECTRICAL	2-MOTOR REVERSE	Draining					Y	
2	ECONOMY	1-MOTOR REVERSE	Draining						
3	PARALLEL	EMCVT REVERSE	Charging	Y		Y	Y		
	Braking:								
1	MAXIMUM REGEN	2-GENERATOR BRAKING	Charging (Heavy Braking)				Y	Y	
2	LIGHT REGEN	1-GENERATOR BRAKING	Charging (Light Braking)						
3	PARALLEL	HMCVT BRAKING	Charging + Engine Braking	Y		Y			
4	FULL ENGINE BRAKING	ENGINE BRAKING	Fully Charged	Y	Y	Y	Y		
	Engine Starting:								
1	OUTPUT STOPPED	With Vehicle Stopped	Partially Charged	**Starting**			Y		Y
2	OUTPUT IN MOTION	Vehicle in Motion	Partially Charged	**Starting**			Y		Y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POWER IN

Figure 9